### 2003

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

39

Greene County
Town of Stanardsville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					G	reene ivi	annenan	Je Alea								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		A 11	al- Ct-	т :	1							
29	3.21	27000	G	96%	0%	Albema 1%	1%	2%	0%	F	0.087	F	0.622	28000	G	2003
29	3.68	15000	G	From: 92%	1%	1%	Ruckersvi 1%	5%	0%	F	0.084	F	0.569	14000	G	2003
$\bigcirc$				To		Madiso	on County I	ine								
33 Spotswood Trail	4.38	4600	G	From: 89%	2%	Rockingh 3%	nam County 1%	Line 5%	0%	С	0.092	F	0.531	4600	G	2003
33 Spotswood Trail	3.00	5000	G	To: From: 89%	2%	39-638 T	Turkey Ridg	ge Rd 5%	0%	F	0.091	F	0.523	5000	G	2003
(33) 57				To:			3 Spottwoo									
~~~ - · · · · · · · -				From:			US US 33									
33 Standardsville Bypass	2.09	3000	. M	95%	0%	1%	3%	1%	0%	M	NA			4000	М	2003
		Pre	elimina	ry traffic	estima		<i>ling actua</i> US US 33	al count	on new	road s	egment					
				From:	F		3 Spottswoo	od Trail								
33 Spotswood Trail	0.50	5200	G	97%	1%	1%	1%	1%	0%	С	0.084	F	0.562	5200	G	2003
				To: From:			39-609									
33 Spotswood Trail	2.15	14000	G	97%	1%	1%	1%	1%	0%	F	0.09	F	0.606	14000	G	2003
				To:			39-633									
33 Spotswood Trail	2.09	18000	G	97%	1%	1%	1%	1%	0%	F	0.097	F	0.610	18000	G	2003
				To:			Seminole T	`roil								
33 Spotswood Trail	2.24	6000	G	90%	1%	2%	3%	4%	0%	F	0.083	F	0.540	6000	G	2003
(33) specerious				To:	.,,		e County L		370		0.000	•	0.0.0	0000		
Bus				From:			US 33		-							
33 Spotswood Trail	0.75	2800	G	92%	2%	3%	1%	3%	0%	С	0.105	F		2800	G	2003
(33)				To:			Stanardsvil									
Town of Stanardsville									-							
Bus				From:		WCL	Stanardsvil	lle								
33 Spotswood Trail	0.35	2800	N	92%	2%	3%	1%	3%	0%	Ν	0.105	Ν		2800	Ν	2003
				Tar			SR 230									
Bus Createward Trail	0.44	4000	_	From:	20/			F0/	00/	_	0.000	_		4000	_	2002
(33) Spotswood Trail	0.11	4900	G	89% To:	2%	3%	1% Stanardsvil	5%	0%	F	0.083	F		4900	G	2003
						ECL	Stanarusvii	ie								
Greene County Bus				From:		FCI	Stanardsvil	le .	1							
33 Spotswood Trail	1.31	4900	N	89%	2%	3%	1%	5%	0%	N	0.083	N		4900	Ν	2003
(33)				To:			33; 39-623									
				From:			nam County									
(48) Skyline Drive	2.08	1600	М			recenning	iam county	Line		ļ	NA			NA		2003
100				To		Doolsingl	nom Countr	Lina								
(48) Skyline Drive	1.33	1600	М	From:		Rockingi	nam County	Line			NA			NA		2003
48 Skyline Drive	1.00	1000		_						Ì	147 (			14/1		2000
Cladina Driva	4.04	4000	B.4	From:		Rocking	nam County	Line			NIA			NIA		2002
48 Skyline Drive	1.01	1600	М								NA			NA		2003
				From:		Rocking	nam County	Line	ŀ							
(48) Skyline Drive	1.33	2700	М							Ì	NA			NA		2003
				To:		Rocking	nam County	Line								
Town of Stanardsville				From:			110.22		-							
000	0.50	4300	G	94%	0%	3%	US 33 1%	2%	0%	F	0.096	F	0.550	4300	G	2003
230	0.50	7500	J	94 70 To:	0 /0		Stanardsvil		U /0		0.030	'	0.550	7000	J	2003
C C 1						HUL	Juniarusvil									
Greene County				From:		NCL	Stanardsvil	le	1							
(230)	2.91	4300	N	94%	0%	3%	1%	2%	0%	N	0.096	Ν	0.550	4300	Ν	2003
				To:			on County I									
				From:			39-607									
(600)	0.10	230	R							1	NA			NA		10/03/200
				To:			39-659									

					Gr	reene Maintenand									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			( )( :	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		Dead End									
(600)	0.45	150	R							NA			NA		10/03/2002
				To:		US 29									
	0.90	90	R	From:		Albemarle County	Line			NA			NA		10/28/2002
601	0.90	90	ĸ	To:		39-628				INA			INA		10/26/2002
				From:		39-603									
602	1.20	90	R							NA			NA		10/07/2002
				To:		Dead End									
$\bigcirc$				From:		Albemarle County	Line								
603	1.00	320	R							NA			NA		10/07/2002
	4.00	070		From:		39-648				NIA			NIA		40/40/0000
603	1.00	270	R							NA			NA		10/10/2002
	0.70	440	R	From:		39-612				NIA			NΙΔ		10/10/2002
603	0.70	110	ĸ	To:		39-633				NA			NA		10/10/2002
				From:		Albemarle County	Line								
604)	1.38	1100	G	96%	1%	2% 0%	1%	0%	F	0.127	F	0.801	1100	G	2003
				To		39-651 NORTH	ī								
604)	0.65	1100	G	96%	1%	2% 0%	1%	0%	F	0.123	F	0.721	1100	G	2003
				To		39-648									
604)	3.15	920	G	96%	1%	2% 0%	1%	0%	F	0.121	F	0.571	920	G	2003
				To		39-674									
604)	0.60	1000	G	96%	1%	2% 0%	1%	0%	С	0.12	F	0.637	1000	G	2003
				To:		39-624									
$\bigcirc$				From:		Albemarle County	Line								
605	0.21	220	R	To:		39-604				NA			NA		10/07/2002
				From:											
606	0.20	950	R	110111.		Albemarle County	Line			NA			NA		1999
606				To		39-1112									
606)	1.00	1400	R	From:		39-1112				NA			NA		1999
				To:		39-607									
				From:		39-644; 39-743	1								
607	0.39	3300	G							0.098	F	0.626	3300	G	2003
				From:		39-1150									
607)	0.31	3700	G							0.097	F	0.593	3700	G	2003
				To: From:		39-606									
607	0.70	4700	G	96%	1%	2% 0%	0%	0%	F	0.087	F	0.584	4700	G	2003
				From:	101	US 29	221	201		0.400					
607	0.17	9400	G	96%	1%	2% 0%	0%	0%	F	0.108	F	0.585	9300	G	2003
	1.00	4400		From:	40/	39-670	00/	00/		0.400		0.040	4.400		0000
607	1.08	4400	G	96%	1%	2% 0%	0%	0%	С	0.103	F	0.618	4400	G	2003
	0.25	2700		From:	10/	39-661	00/	00/	_	0.1		0.6	2700		2002
607	0.25	3700	G	96%	1%	2% 0%	0%	0%	F	0.1	F	0.6	3700	G	2003
	0.63	3500	G	From: 96%	1%	39-616 2% 0%	0%	0%	F	0.099	F	0.610	3500	G	2003
607	0.03	JJ00	G	90% To:	1 /0	Orange County Li		0 /0	I= 	0.033	1.	0.010	3300	G	2003
				From:		39-633									
608	0.46	820	R	<u> </u>						NA			NA		10/31/2002
				To:		US 33									
				From:		US 33; FR-981									
609	0.55	820	R							NA			NA		10/31/2002
				To:		39-672									

					Gr	eene Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		39-672		ı							
609	1.80	430	R	<u>.                                    </u>		37 012				NA			NA		10/31/200
				To: From:		39-619		-							
609	1.65	720	R							NA			NA		10/31/200
	0.15			From:	40/	US 29	40/	00/		0.400		0.010			2222
609	3.15	630	G	95% To:	1%	3% 0% Orange County L	1%	0%	С	0.108	F	0.616	630	G	2003
				From:		US 33									
610	0.80	1400	R							NA			NA		10/03/200
				From:		39-618									
610	2.95	440	R							NA			NA		10/03/200
	1.00	340	R	From:		39-657				NA			NA		10/03/200
610	1.00	340	IX.	To:		39-609		1		INA			INA		10/03/200
				From:		39-667 WEST									
611)	0.22	10	R							NA			NA		10/31/200
				To:		39-667 EAST									
	1.44	190	R	From:		39-810				NA			NA		10/10/200
612)	1.44	130	IX.	To:		39-603				INA			INA		10/10/200
				From:		39-667		1							
613	0.01	270	R							NA			NA		10/31/20
				To:		Madison County I	ine								
	1.10	10	R	From:		39-628				NA			NA		10/28/20
614)	1.10	10	K	т		20, 622				INA			INA		10/20/200
614)	2.10	10	R	From:		39-632				NA			NA		10/28/200
014)				To:		39-627		l							
$\widehat{}$				From:		39-627									
615	1.93	490	R	To:		20.810				NA			NA		10/10/200
				From:		39-810 39-607		!							
(616)	1.51	680	R			39-007				NA			NA		10/03/200
				To:		39-678									
616	0.20	1300	R	FIOIII.						NA			NA		10/03/200
				To:		US 29									
	1.50	500	R	From:		39-743				NA			NA		10/07/200
617)	1.50	300	IX.	To:		1.50 ) D.1.20 7.4	2			INA			INA		10/07/200
617)	2.00	310	R	From:		1.50 MN 39-74	3			NA			NA		1999
011)				To:		39-633		l							
				From:		39-610									
618	0.34	280	R							NA			NA		1999
	0.40	400		From:		0.34 ME 39-61	)			NI A			NIA		4000
618)	0.46	100	R	To:		Orange County L	ine			NA			NA		1999
				From:		39-609		I							
619	3.90	270	R	<u> </u>		-, 00,				NA			NA		10/31/200
				To:		39-655									
619	0.40	560	R							NA			NA		10/31/200
				To:		SR 230									
	0.25	200	R	From:		39-810				NA			NA		1994
620	0.23	200	ĸ	To:		US 33				INA			INA		1334
								l.							

		4457		4.7.		reene Maintenar T	ruck		- 00	K	014	Dir	A A)A/DT	0144	
Route	Length	AADI	QA	4Tire	Bus	2Axle 3+Axle	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Greene County	0.55	242		From:		Dead End									40/00/000
(621)	0.55	210	R	To		0.551.01.0	D 1		İ	NA			NA		10/28/2002
621)	0.25	140	R	From:		0.55 MN Dead	End			NA			NA		1999
				To-		39-673									
621)	0.80	330	R	rion:					!	NA			NA		1999
	2.00	610	G	From: 93%	1%	SR 230 2% 2%	2%	0%	С	0.096	F	0.797	610	G	2003
621)	2.00	010		To:	170	39-637	270	070		0.000	'	0.757	010		2000
$\bigcirc$				From:	10/	39-624	201	201	_	2.42=	_	2 22 4	4000		
622	0.70	1300	G	98%	1%	1% 0%	0%	0%	F	0.105	F	0.681	1300	G	2003
622)	1.37	2200	G	From: 98%	1%	39-675 1% 0%	0%	0%	С	0.11	F	0.79	2200	G	2003
				To: From:		39-649									
622	0.09	2800	G	98% To:	1%	1% 0%	0%	0%	F	0.102	F	0.565	2800	G	2003
				From:		US 33 39-633									
623)	0.10	1100	G	96%	1%	2% 0%	0%	0%	F	0.102	F	0.509	1100	G	2003
				To: From:		39-624									
623	2.60	1600	G	96%	1%	2% 0%	0%	0%	С	0.095	F	0.594	1600	G	2003
(622)	0.20	2600	G	From: 96%	1%	39-654 2% 0%	0%	0%	F	0.088	F	0.621	2600	G	2003
623				To:	.,,	US 33	0,0		•	0.000	•	0.02			
$\bigcirc$	0.55	240		From:		39-623				NIA			NIA		40/07/0000
624)	0.55	310	R	To:		0.55 ND1.20.6	22		1	NA			NA		10/07/2002
624)	1.15	270	R	From:		0.55 MN 39-6	23			NA			NA		10/10/2002
				To: From:		39-622									
624)	0.33	1200	G	96%	1%	1% 1%	1%	0%	С	0.099	F	0.561	1200	G	2003
	1.23	250	R	From:		39-604				NA			NA		10/10/2002
624	1.20			To		39-646 EAS	Γ			147 (			147		10/10/2002
(624)	0.97	180	R	From:		3, 010 12110	•		ļ	NA			NA		10/28/2002
				To: From:		39-810									
(625) Goose Pond Rd	0.01	380	R	From:		US 33 Spottswood	d Trail			NA			NA		10/28/2002
				To: From:		39-636									
625 Goose Pond Rd	0.20	240	R			CL MARIA	2 1			NA			NA		10/28/2002
				To: From:		Shen Natl Park I Shen Natl Park I									
626	4.11	70	R	<u> </u>		Shen Nau I ark I	Jildy			NA			NA		10/28/2002
				To: From:		4.11 ME of Br	ndy								
626	1.21	340	R						Ī	NA			NA		10/28/2002
626	0.10	410	R	From:		39-630				NA			NA		10/28/2002
626	5.10			To:		39-810									
$\bigcirc$	0.00	40		From:		Shen Natl Park I	Bndy			N 1 A			N.1.A		40/00/0000
627	0.28	40	R	Ta:		0.20145	.1.	i	Ì	NA			NA		10/28/2002
(627)	1.31	290	R	From:		0.29 ME of Br	nay			NA			NA		10/28/2002
				To: From:		39-632									
627)	2.00	430	G	98%	1%	0% 0%	0%	0%	F	0.095	F	0.627	430	G	2003
				To:		39-615									

						eene Maintenan				K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Factor	QK	Factor	AAWDT	QW	Year
Greene County				From:		39-615		ī							
(627)	1.80	410	G	98%	1%	0% 0%	0%	0%	С	0.100	F	0.727	410	G	2003
				To-		39-810									
(20)	0.50	20	R	From:		Shen Natl Park B	ndy			NA			NA		10/28/2002
628	0.50	20	1	To:		39-676				INA			INA		10/20/2002
628	2.40	60	R	From:		39-070				NA			NA		10/28/2002
020				To-		39-601									
628	1.20	150	R	Prom.						NA			NA		10/28/2002
				From:		39-614		-							
628	0.90	170	R	To:		Albemarle County	Lina	1		NA			NA		10/28/200
				From:		39-743	Line	L							
629	0.64	850	R			37-143				NA			NA		10/07/200
				To-		0.64 MN 39-74	13								
629	2.29	120	R	FIOIII.						NA			NA		10/07/2002
				To: From:		2.93 MN 39-74	13								
629	0.38	290	R							NA			NA		10/07/2002
				From:		39-658 SOUTI	I								40/07/000
629	0.62	600	R	To:		39-633				NA			NA		10/07/2002
				From:		39-810		1							
630	0.01	70	R			37 010				NA			NA		1999
				To: From:		0.01 MW 39-81	10								
630	0.91	70	R							NA			NA		1999
				To: From:		39-631 WEST 39-631 EAST									
(630)	1.40	60	R							NA			NA		10/28/2002
				To:		39-626									
	1.50	170	R	From:		Dead End				NA			NA		10/28/2002
631)	1.50	170	K	To:		20 (20 WEGT	,	1		INA			INA		10/20/2002
631)	0.42	230	R	From:		39-630 WEST				NA			NA		10/28/2002
(001)				To:		39-810									
				From:		39-614									
632	1.40	20	R							NA			NA		10/28/2002
	2.20			From:		39-676		-		NΙΛ			NIA		10/20/2003
632	2.30	60	R	To:		39-627				NA			NA		10/28/2002
				From:		39-810		1							
633)	1.10	400	G	98%	0%	1% 0%	0%	0%	F	0.124	F	0.587	400	G	2003
				To: From:		39-603									
633	1.60	760	G	98%	0%	1% 0%	0%	0%	F	0.1	F	0.571	770	G	2003
	4.00			From:	00/	39-604	00/			0.440		0.533			
633)	1.60	910	G	98%	0%	1% 0%	0%	0%	F	0.112	F	0.577	920	G	2003
(22)	0.20	1000	G	From: 98%	0%	39-641 1% 0%	0%	0%	F	0.102	F	0.572	1000	G	2003
<ul><li>633</li><li>633</li><li>633</li><li>633</li></ul>	0.20	.000		To	J /0		0 /0	J /0		0.102		0.012	1000		
633)	1.67	2300	G	From: 98%	0%	39-623 1% 0%	0%	0%	С	0.105	F	0.575	2300	G	2003
				To:		39-629	-	<u> </u>							
(633)	0.93	3500	G	98%	0%	1% 0%	0%	0%	F	0.108	F	0.621	3500	G	2003
				To- From:		39-617									
(633)	0.64	3900	G	98%	0%	1% 1%	0%	0%	С	0.107	F	0.611	3900	G	2003
				To-		US 33	<del></del>								

					Greene	e Maintenance	e Area							
Route	Length	AADT	QA	4Tire	Rus	Truc Axle 3+Axle		O.C	; K Factor	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		US 33		1						
633	0.31	1400	R	<u> </u>		0000			NA			NA		10/31/2002
				To: From:		39-608								
633)	0.55	590	R						NA			NA		10/31/2002
				From:		39-640								
633	2.30	300	R	To:		US 29		1	NA			NA		10/31/2002
				From:		39-810								
634)	1.56	140	R						NA			NA		10/28/2002
634)	1.72	70	R	From:		39-635			NA			NA		10/28/2002
				To:		1.72 MS 39-635								
634)	0.06	100	R	From:					NA			NA		1999
				From:		1.78 MS 39-635								
634	0.17	150	R						NA			NA		1999
	0.05	400		From:		1.95 MS 39-635			NΙΔ			NΙΔ		10/20/2002
634	0.05	100	R			****			NA			NA		10/28/2002
(624)	0.40	40	R	From:		US 33			NA			NA		10/28/2002
634)	0.10			To:		39-639								10/20/2002
634)	2.30	20	R	From:		39-039			NA			NA		10/28/2002
				To:		39-638								
				From:		Dead End								
635)	1.20	50	R	To		39-634		<del></del> 1	NA			NA		10/28/2002
				From:	Ch	en Natl Park Bno		<u> </u>						
636)	0.80	5	R		SII	en Nau Park Diic	.y		NA			NA		10/28/2002
				To:	0	0.80 MN of Bndy								
636	0.40	140	R	From:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			NA			NA		10/28/2002
				Tn·		39-625								
$\bigcirc$	0.00	040	-	From:		SR 230			NIA			NIA		40/00/0000
637	0.30	610	R						NA			NA		10/28/2002
	0.10	740	R	From:		39-1001			NA			NA		10/28/2002
637)	0.10	740	IX.	To		10 10 100 1001			INA			INA		10/20/2002
637)	1.90	630	R	From:	0	0.10 MN 39-1001			NA			NA		10/28/2002
637)				To		39-621								
637)	1.50	740	G	95%	1% 2	2% 1%	1% 0	)% C	0.098	F	0.838	740	G	2003
	0.80	690	R	From:		39-647			NA			NA		10/31/2002
637)	0.00	030	IX.	т.,					INA			INA		10/31/2002
637)	0.30	150	R	From:		39-642 SOUTH			NA			NA		10/31/2002
001)				To		39-642 NORTH								
637)	2.60	80	R	From:		0,01211011111			NA			NA		10/31/2002
				To:		Dead End								
Turken Birk 5.4	0.40			From:	US 3	33 Spottswood T	rail		N.1.4			NI A		10/00/0000
638) Turkey Ridge Rd	2.40	60	R						NA			NA		10/28/2002
	0.20	160	R	From:		39-634			NA			NA		10/28/2002
638)	0.20	100	ĸ	To:		39-637 WEST			INA			INA		10/20/2002
				From:		39-637 EAST								
638	2.10	40	R	To:		20.77		<b>—</b> 1	NA			NA		10/31/2002
						39-667								

					Gie	ene Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:		39-634		Ī							
(639)	1.00	20	R			37 03 1				NA			NA		10/28/2002
				To		Shen Natl Park B	ndy								
$\bigcirc$			_	From:		39-633									10/01/000
640	0.89	200	R							NA			NA		10/31/2002
	0.24	<b>E</b> 0		From:		0.89 MN 39-63	3	-		NIA			NΙΔ		10/21/200
640	0.31	50	R	To:		Dead End				NA			NA		10/31/200
				From:		Dead End		1							
641)	0.50	45	R							NA			NA		10/07/200
				To:		39-633									
$\bigcirc$				From:		Dead End									
642	1.40	80	R							NA			NA		10/31/200
	0.70	470		From:		39-643				NIA			NIA		40/24/2009
642)	0.70	170	R	To:		39-637 SOUTI	1			NA			NA		10/31/2002
				From:		39-637 NORT									
642)	2.20	60	R							NA			NA		10/31/2002
				To: From:		39-667									
(242)	1.10	50	R	From:		39-642				NA			NA		10/31/200
643)	1.10	00		To		Dead End				14/1			147 (		10/01/200/
				From:		Dead End									
644	1.00	260	R							NA			NA		10/07/2002
				To:		39-607									
$\bigcirc$	2.24			From:		Dead End									40/00/000
645)	0.04	300	R	To:		US 33 WEST				NA			NA		10/03/2002
				From:		US 33 EAST									
645	3.00	580	R							NA			NA		10/03/2002
				To:		US 29									
	1.40	20	R	From:		39-810				NA			NA		10/28/2002
646)	1.40	20	IX.	To:		39-624 WEST	•			INA			INA		10/20/2002
				From:		39-624 EAST									
646	1.00	300	R	To:		US 33		1		NA			NA		10/28/2002
				From:		Dead End									
647)	0.05	230	R			Dead End				NA			NA		10/28/2002
				To:		0.05 ME Dead E	nd								
647)	0.20	250	R	From:		0.00 ME Dead 1				NA			NA		10/28/2002
				To:		39-637									
$\bigcirc$				From:		39-603									
648	1.80	360	R	To:		39-604				NA			NA		10/07/2002
T. 60. 1 11						39-004		J							
Town of Stanardsville				From:		39-622									
649)	0.15	670	G	97%	1%	1% 2%	0%	0%	С	0.104	F	0.589	670	G	2003
				To: From:		39-1002									
(649)	0.05	670	G	97%	1%	1% 2%	0%	0%	F	0.128	F	0.516	680	G	2003
				To:		US 33									
Greene County				From:		Dead End		ı							
(650)	0.75	30	R	<u></u>		Doud Liid				NA			NA		10/10/2002
				To- From:		39-656									
650	0.05	90	R	riom.						NA			NA		10/10/2002

					Greene Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Factor	QK Dir Factor	AAWDT Q	W Year
Greene County				From:	39-810				
650	0.90	70	R			NA		NA	10/10/2002
				Tn·	39-615				
(RE4)	0.23	20	R	From:	39-604 SOUTH	J NA		NA	10/07/2002
651)	0.20	20		To:	39-604 NORTH	]		147.	10/01/2002
				From:	Dead End				
652	0.19	350	R	т	****	NA 1		NA	10/31/2002
				To: From:	US 33	<u> </u>			
653)	0.47	480	R	110111.	Cul-de-Sac	J NA		NA	1999
(655)				To:	US 33				
				From:	Dead End	J			
654)	0.32	260	R			NA		NA	10/10/2002
				To:	39-623				
055	0.21	90	R	From:	Dead End	J NA		NA	1999
655	0.21	30		To:	39-619	1		IVA	1000
				From:	39-650				
656	0.19	40	R	_		NA		NA	1999
				To-	Dead End				
	0.60	240	В	From:	Orange County Line	J NA		NIA	10/02/2002
657	0.60	210	R	To:	39-610	NA 1		NA	10/03/2002
				From:	39-629 SOUTH				
658	0.44	20	R		0, 02, 200 233	NA		NA	1999
				To-	39-629 NORTH				
$\bigcirc$	2.42			From:	39-600	]			1000
659	0.19	140	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:	39-607				
660	0.28	250	R		37-007	NA		NA	1999
				To:	39-661	1			
				From:	Cul-de-Sac				
661)	0.12	70	R			NA		NA	1999
				From:	39-660	<del></del>			
(661)	0.26	110	R	To:	39-607	NA 1		NA	1999
				From:	SR 230				
667)	3.94	780	R		SR 230	NA		NA	10/31/2002
				To-	39-642				
667)	1.91	450	R	From:		NA		NA	10/31/2002
				To: From:	56-675	]			
(667)	1.26	100	R			NA		NA	10/31/2002
				To:	Madison County Line				
Madison County				From:	Madison County Line	I			
(667)	1.73	30	R		Madison County Line	NA		NA	10/31/2002
				To:	Dead End	]			
Greene County				r. I	****	T			
(669)	0.20	50	R	From:	US 33	J NA		NA	10/31/2002
(668)	0.20	50	11	To	Dead End	]		INA	10/01/2002
				From:	Dead End				
(669)	0.11	10	R			NA		NA	10/10/2002
$\smile$				To-	02-810	]			

					Greene Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir Factor	AAWDT C	)W Year
Greene County				From:	39-607				
670	1.24	1700	R			NA		NA	1999
				To: From:	39-1130	]			
670	1.16	800	R	To	Orange County Line	NA 1		NA	1999
				From:	Orange County Line	<u> </u>			
671)	0.05	80	R		Dead End	NA		NA	1999
011)				To	39-685	1			
671	0.55	220	R	From:	37 000	NA		NA	1999
				To:	39-743				
$\bigcirc$				From:	39-609	]			
672)	0.95	180	R	To:	Dead End	NA 1		NA	10/31/200
				From:	39-621	<u> </u> 			
673	0.31	90	R	<u> </u>	39-021	NA NA		NA	10/28/200
013				To:	Dead End				
				From:	Dead End				
674	1.95	220	R	_		NA		NA	10/10/200
				Tn·	39-604	1			
	0.50	40	R	From:	39-622	NA		NA	10/10/200
675)	0.30	40	IX.	To:	Dead End	]		INA	10/10/200
				From:	39-628				
676	0.30	40	R	<u></u>		NA		NA	10/28/200
				To: From:	0.30 ME 39-628	]			
676	1.90	40	R			NA		NA	10/28/200
				To:	39-632				
$\bigcirc$	0.40	200		From:	US 33 WEST	l NA		NIA	40/40/200
677	0.18	280	R			NA -		NA	10/10/200
	0.16	340	R	From:	39-1010	NA		NA	10/10/200
677	0.10	340	IX.	To:	US 33 EAST	1		INA	10/10/200
				From:	39-616				
678)	0.15	120	R			NA		NA	1999
				To:	Cul-de-Sac				
$\bigcirc$				From:	US 33	]			
680	0.11	90	R	To:	Cul-de-Sac	NA 1		NA	1999
				From:	Dead End				
685)	0.11	40	R		Dead End	NA		NA	1999
				To:	39-671	]			
				From:	US 33; 39-1103				
690	0.22	60	R	. —		NA		NA	10/10/200
				Tn·	Cul-de-Sac	1			
	0.11	20	R	From:	Cul-de-Sac	NA		NA	10/10/200
691	0.11	20	IX.	To:	39-690	1		INA	10/10/200
				From:	Albemarle County Line				
743)	1.00	930	R		,	NA		NA	10/07/200
				To: From:	39-629				
743	1.12	1900	R			NA		NA	10/07/200
				To: From:	39-617	]			
743)	0.50	2500	R			NA		NA	10/07/200
				To-	39-607; 39-644	<u> </u>			

					Gr	reene M	aintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle		 2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Greene County				From:												
743)	0.85	1900	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.661	1900	G	2003
743)	1.21	1700	G	96% To:	1%	2%	39-671 1% US 33	1%	0%	С	0.102	F	0.568	1700	G	2003
				From:			rle County	Line								
810	3.36	1100	G	96%	1%	1%	1% 39-633	1%	0%	F	0.096	F	0.592	1100	G	2003
810	2.19	1300	G	96%	1%	1%	1%	1%	0%	С	0.106	F	0.716	1300	G	2003
810) Dyke Rd	2.44	1800	G	96% To:	1%	2%	39-626 1% pottswood	1% Trail	0%	С	0.104	F	0.759	1800	G	2003
Town of Stanardsville																
(1001)	0.09	660	R	From:			39-649				NA			NA		10/10/2002
				To: From:			US 33									
(1001)	0.47	1500	R	To:		NCL	Stanardsvi	lle			NA			NA		10/10/2002
Greene County				From:		1101	a		Ī							
(1001)	0.91	570	R	To:			Stanardsvil	lle			NA			NA		10/10/2002
Town of Stanondaville				<u> </u>			37 031									
Town of Stanardsville  (1002)	0.04	290	R	From:		-	39-1001				NA			NA		10/10/2002
				To-			39-649									
$\bigcirc$				From:		Ε	ead End									1000
(1003)	0.17	320	R	To:			US 33				NA			NA		1999
Greene County				From:		г	Pead End		i							
1004	0.07	60	R	To:			Stanardsvil	le			NA			NA		1999
Town of Stanardsville				•					•							
	2.12			From:		ECL	Stanardsvil	le								1000
(1004)	0.10	120	R	To:			SR 230				NA			NA		1999
				From:			SR 230									
1005	0.09	70	R	To:			Stanardsvil	le			NA			NA		10/10/2002
Greene County																
	0.17	40	R	From:		ECL	Stanardsvil	le			NΙΛ			NA		10/10/2002
(1005)	0.17	40	K	To:		Г	Dead End				NA			INA		10/10/2002
				From:			US 33									
(1006)	0.19	80	R								NA			NA		1999
$\overline{}$				To:		Ε	ead End									
$\bigcirc$	0.40	4=0		From:			39-633									1000
(1007)	0.10	450	R	,							NA			NA		1999
(1007)	0.10	70	R	From:			39-1008				NA			NA		1999
				From:	_	-	39-1009	_								4600
(1007)	0.07	48	R	To:		C	ul-de-Sac				NA			NA		1999
				From:			ul-de-Sac									
1008	0.16	90	R	ш							NA			NA		1999
				To:			39-1007									

					Greene Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K I QC Factor	QK Dir Factor	AAWDT G	QW Year
Greene County				From:	39-1007	1			
1009	0.06	60	R	_		NA		NA	1999
				To:	39-633				
	0.13	100	R	From:	Cul-de-Sac	] NA		NA	1999
1010	0.13	100	ĸ			NA 1		NA	1999
(1010)	0.12	490	R	From:	39-1011	NA		NA	1999
1010	0.12	400		To:	39-677	1		147 (	1000
				From:	Cul-de-Sac	]			
1011)	0.06	40	R	-		NA		NA	1999
				To:	39-1010	<u> </u>			
	0.13	120	R	From:	39-633	J NA		NA	10/31/200
1014	0.13	120	K	To:	Cul-de-Sac	1		INA	10/31/200
				From:	Shadow of:737141/				
1018	0.69	NA				NA		NA	
				To:	39-00619(B)/	1			
$\bigcirc$	0.45		_	From:	Cul-de-Sac	J			40/40/000
1019	0.15	60	R	To:	FR-981	NA 1		NA	10/10/200
				From:	39-1021	1			
1020	0.23	1000	R		37-1021	NA NA		NA	10/03/200
				To:	US 29	]			
				From:	39-1020				
1021	0.57	960	R			NA		NA	10/03/200
				From:	Cul-de-Sac 39-1023				
1021)	0.20	700	R			NA		NA	10/03/200
				To:	39-1025				
$\bigcirc$			_	From:	39-1021	<u> </u>			10/00/000
1022	0.07	48	R	To:	Cul-de-Sac	NA 1		NA	10/03/200
				From:	Cul-de-Sac	1			
1023	0.18	120	R		Cui-de-Sac	NA NA		NA	10/03/200
				To:	39-1021	1			
				From:	Cul-de-Sac	]			
1024	0.32	230	R			NA		NA	10/03/200
				From:	39-1021 39-01021(B)/				
1024	0.17	NA			02 01021(2),	NA		NA	
				To:	Cul-de-Sac/	1			
$\overline{}$				From:	Cul-de-Sac	]			
1025	0.42	260	R	To:	Cul-de-Sac	NA 1		NA	10/03/200
				From:	Cul-de-Sac/	<u>!</u>			
1026	0.14	NA			Cui-de-Sac/	NA NA		NA	
1020				To:	39-01024(B)/	]			
		<u> </u>		From:	Cul-de-Sac/				
1029	0.15	NA				NA		NA	
				To:	39-00607(B)/	<u> </u>			
	0.98	80	R	From:	39-629 SOUTH	] NA		NA	1999
1030	0.90	ου	ĸ	To:	39-629 NORTH	INA		INA	1999
				From:	39-608	i I			
(1101)	0.16	170	R	<u> </u>		NA		NA	1999
				To:	39-1102				

					Greene Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K QK I Factor QK	Dir Factor AAWDT QW	Year
Greene County				From:	39-1101	<del>                                     </del>		
(1102)	0.14	110	R	<u> </u>	37-1101	NA NA	NA	1999
				To:	Cul-de-Sac	1		
				From:	Cul-de-Sac			
(1103)	0.39	640	R			NA NA	NA	1999
				To: From:	US 33			
(1105)	0.62	470	R	FIOIII.	US 33	J NA	NA	1999
(1103)	0.02		• • •	To:	Cul-de-Sac	1	10.1	1000
				From:	US 33			
1106	0.20	830	R			NA	NA 1	0/31/200
				To:	Cul-de-Sac			
	0.44	450	_	From:	39-606		NIA	1000
1110	0.11	450	R			NA -	NA	1999
$\overline{}$	0.24	200	_	From:	39-1111 SOUTH	. NA	NIA	1000
1110	0.21	300	R			NA -	NA	1999
$\bigcap$	0.04	240	R	From:	39-1114	, NA	NIA	1000
(1110)	0.04	210	ĸ	_		NA .	NA	1999
	0.06	250	R	From:	39-1111 NORTH	NA	NA	1999
1110	0.00	230	IX.		22.444	11/1	INA	1999
	0.03	210	R	From:	39-1113	NA	NA	1999
1110	0.00	210	• • • • • • • • • • • • • • • • • • • •	To:	20.1116	1	14/1	1000
(II)	0.10	120	R	From:	39-1116	NA	NA	1999
1110	0.10	120	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	1	14/1	1000
				From:	39-1110 SOUTH			
1111)	0.09	80	R			NA	NA	1999
				To:	39-1112	]		
1111)	0.10	250	R			NA	NA	1999
				To: From:	39-1117	]		
1111	0.07	160	R			NA	NA	1999
				To: From:	39-1115	<u> </u>		
1111	0.10	110	R	. —		NA	NA	1999
				To:	39-1110 NORTH			
	0.07	290	R	From:	39-1111	NA	NA	1999
1112	0.07	230		To:	39-606	1	INA	1555
				From:	Cul-de-Sac			
1113	0.06	40	R			NA	NA	1999
				To:	39-1110			
$\overline{}$				From:	Cul-de-Sac			
1114)	0.03	30	R	To:	39-1110	NA T	NA	1999
				From:		<u> </u>		
	0.08	70	R	r tolli.	39-1111	J NA	NA	1999
1115				To:	Cul-de-Sac	1		.000
				From:	39-1110			
1116	0.08	60	R			NA	NA	1999
				To:	Cul-de-Sac	<u> </u>		
$\bigcirc$			_	From:	Cul-de-Sac			100-
(1117)	0.05	40	R	To:	20 1111	NA T	NA	1999
				From:	39-1111	<u> </u>		
(1120)	0.11	670	R	riom:	US 29	NA	NA	1999
(1120)	0.11	070	11	To:	Commercial Park Lot	]	INA	1000
					Commercial I aid Lot	<u> </u>		

					Greene Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		Dir AAWDT QW actor	Year
Greene County				From:	Commercial Park Lot	1		
1120	0.21	330	R		COMMON TALL 200	NA	NA	1999
				To-	39-1121	<u>]</u>		
1121		470	_	From:	Cul-de-Sac	) NA	NIA	1000
	0.23	170	R	To:	39-1120	NA 1	NA	1999
				From:	39-616			
1125	0.09	160	R		3, 616	NA	NA	1999
				To: From:	39-1126	]		
1125	0.12	130	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.00	<b>CO</b>	_	From:	Cul-de-Sac		NIA	1000
1126	0.09	60	R	To	39-1125	NA 1	NA	1999
				From:	Cul-de-Sac	, 		
1130	0.03	20	R		ear de bae	NA	NA	1999
				To: From:	39-1131	]		
1130	0.15	130	R	FIOII.		NA	NA	1999
				To:	39-670	1		
$\bigcirc$	0.00		-	From:	Cul-de-Sac		NIA	1999
1131)	0.08	20	R			NA -	NA	
	0.40		_	From:	39-1130	<u> </u>	NIA	4000
1131	0.12	60	R	To:	39-1132	NA 1	NA	1999
				From:	Cul-de-Sac			
(1132)	0.09	20	R		ear de Sue	NA	NA	1999
				To:	39-1131			
1133				From:	Cul-de-Sac			
	0.38	300	R	To:	39-670	NA 1	NA	10/03/20
				From:				
1134)	0.09	50	R	110111	Cul-de-Sac	J NA	NA	10/03/20
1134				To:	39-1133	1		
				From:	Cul-de-Sac			
(1135)	0.21	70	R			NA NA	NA	1999
				To:	39-670			
(1136)	0.10	NA	٨	From:	39-01160(B)/	NA	NA	
	0.10	INA		To:	39-01135(R)/	]	NA.	
				From:	Cul-de-Sac			
(1139)	0.13	NA		_		NA	NA	
				To:	39-607	<u> </u>		
(1140)		646	_	From:	Cul-de-Sac			40/07/222
	0.51	610	R	To:	39-606	NA 1	NA	10/07/20
				From:	Cul-de-Sac	1		
1141)	0.12	80	R		Cur-uc-pac	NA NA	NA	1999
				To:	39-1140	]		
		_		From:	Cul-de-Sac			
(1142)	0.11	60	R	т	20.11.10	NA T	NA	1999
				To:	39-1140	1		
(1143)	0.13	NA		From:	39-01147(B)/	J NA	NA	
	0.13	11/1		To:	39-01140(B)/	]	I N/C	
					· · · · · · · · · · · · · · · · · · ·	•		

					Greene Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir Factor	AAWDT Q	W Year
Greene County				From:	39-606	1			
1144)	0.50	370	R	_		NA		NA	10/07/2002
				To	Dead End				
$\bigcirc$	0.36	200	В	From:	39-606	]		NIA	10/07/200
1145	0.36	390	R	To:	39-1146	NA 1		NA	10/07/200
				From:	Cul-de-Sac	1			
1146	0.27	220	R		ear de bae	NA		NA	10/07/200
				To:	Cul-de-Sac	]			
				From:	Cul-de-Sac/	]			
(1147)	0.22	NA		To:		NA 1		NA	
				From:	Cul-de-Sac/				
	0.14	360	R	From:	39-607	NA		NA	10/07/200
1150	0.14	300		т	20.1151	1 1		IVA	
	0.09	30	R	From:	39-1151	NA		NA	1999
1150	0.03	30		To:	Cul-de-Sac	INA		IN/A	
				From:	Cul-de-Sac				
(1151)	0.10	100	R	<u> </u>		NA		NA	10/07/200
				To:	39-1150				
				From:	39-1150				
(1152)	0.20	160	R			NA		NA	1999
				To:	Cul-de-Sac				
(1155)	1.25	NA		From:	39-743	NA		NA	
				To	Cul-de-Sac				
				From:	39-1155	i			
1156	0.15	NA		<u> </u>		NA		NA	
				To:	Cul-de-Sac				
			From: 39-670						
(1160)	0.08	NA		To:	20.1161	NA 1		NA	
				From:	39-1161 39-01161(B)/				
1160	0.88	NA			•	NA		NA	
				To:	Dead End/	1			
$\bigcirc$				From:	39-1162			NIA.	
(1161)	0.29	NA		To:	Pine Tree Drive	NA 1		NA	
				From:					
(1162)	0.13	NA			Cul-de-Sac	NA		NA	
				To:	Cul-de-Sac	<u> </u>		·	
				From:	39-1161				
(1163)	0.07	NA				NA		NA	
				To-	Cul-de-Sac	<u> </u>			<u> </u>
(1164)		NA		From:	39-01160(B)/		N/A		
	0.08			To:	Cul-de-Sac/	NA		NA	
				From:					
1165	0.09	NA		" <u> </u>	Cul-de-Sac/	J NA		NA	
				To:	39-01160(B)/	1		· 	
				From:	39-01160(B)/				
(1166)	0.18	NA				NA		NA	
				To:	39-01160(B)/N RT 1166	<u> </u>			
$\bigcirc$				From:	39-00670(B)/	J			
(1167)	0.37	NA		To	Dead End/	NA 1		NA	
				1	Dead End/	<u> </u>			

					Orecine Mannenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra		K Dir AAWDT QW Factor	Year
Greene County				From:	39-01167(B)/	1		
1168	0.07	NA		<u> </u>	39-01107(B)/	NA NA	NA	
				To-	Dead End/			
1169	0.09			From:	39-01167(B)/	1		
		NA				NA	NA	
$\cup$				To:	Dead End/			
(1170)			Fr	From:	Dead End/			
	0.32	NA				NA NA	NA	
				To:	Dead End/			
	0.21			From:	39-01167(B)/	]		
1171		NA		To:	D 1F 1/	NA NA	NA	
					Dead End/			
	0.19	020	R	From:	US 33	_ NA	NIA	1999
9177)		930	ĸ	To:	WM Monroe HS	NA T	NA	
	0.10			From:	US 33			
9177)		2200	R			NA	NA	1999
				To: From:	0.10 ME US 33	1		
9177	0.13	1800	R	rioiii <u></u>		NA	NA	1999
				To-	0.23 ME US 33			
9177)	0.06	1000	R	From:		NA	NA	1999
				To	39-622	1		
9177	0.16	2900	R	From:	37 022	NA NA	NA	10/10/200
				To:	Green County Pri Sch			
9692	0.08			From:	US 33	1		10/31/200
		170	R			NA	NA 1	
				To:	Green County Tech Ctr			